

RTIP ID# <i>(required)</i> SBD No. 20040826 and SBD No. 200619				
Project Description <i>(clearly describe project)</i> A railroad grade separation at the intersection of Glen Helen Parkway and the Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroads (project) is proposed by the County of San Bernardino. The grade separation would widen the existing Glen Helen Parkway from two lanes (one in each direction) to accommodate four traffic lanes (two in each direction). The proposed widening of Glen Helen Parkway would extend from Glen Helen Road at STA 10+00 to Cajon Boulevard at STA 44+00 (Alternative 1)/STA 45+00 (Alternative 2) with a project length of 3,400/3,500 feet. In addition to the grade separation, the project will include replacement of an undersized bridge for Glen Helen Parkway over Cajon Wash and the realignment of the Glen Helen Parkway/Cajon Boulevard intersection to a T-intersection to eliminate the existing skewed approach. The bridge replacement on Glen Helen Parkway over the Cajon Wash would be widen from two lanes (one in each direction) to four lanes (two lanes in each direction). Alternative 1 has little curvature and is slightly offset to the west from the existing Glen Helen Parkway alignment and then proceeds to a T-intersection with Cajon Boulevard. Grades for Alternative 1 approaching the intersection will range from 3 to 6 percent. Access to the remaining parcels along Glen Helen Parkway would be accommodated by a new loop exit on the south side of the railroad tracks and utilization of existing Glen Helen Parkway on the north side of the railroad tracks. The bridge replacement over Cajon Wash would begin at STA 22+00 and ending at STA 27+00 for a total length of 500 feet. Alternative 2 angles east across Cajon Wash and realigns parallel to the east from the existing Glen Helen Parkway alignment south of the existing railroad tracks. It then proceeds straight and bend north perpendicular to the intersection with Cajon Boulevard. Grades for Alternative 2 approaching the intersection will also range from 3 to 6 percent. The bridge replacement over Cajon Wash would begin at STA 20+00 and ending at STA 25+00 for a total length of 500 feet.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Roadway Realignment				
County San Bernardino	Narrative Location/Route & Postmiles: Devore area of San Bernardino County, (08-SBD) Caltrans Projects – EA#			
Lead Agency: County of San Bernardino, 825 E. Third Street, CA 92415				
Contact Person Chris Saed	Phone# (909) 387-8130	Fax# (909) 387-7877	Email csaed@dpw.sbcounty.gov	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	Feb-2006	Feb-2008	Feb-2008	Jan-2010
End	Feb-2008	Feb-2009	Feb-2009	Jan-2012

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The proposed Glen Helen Parkway Grade Separation project is needed to improve capacity and safety within the project limits (Glen Helen Parkway between Glen Helen Road and Cajon Boulevard). Before and after entertainment events at the Hyundai Pavilion at Glen Helen (in Glen Helen Regional Park), traffic backs up along Glen Helen Parkway when event attendees enter and exit the park. This traffic backup creates the potential for conflicts with the UPRR and BNSF Railroad operations to the north of Glen Helen Regional Park.

In addition, the bridge over Cajon Wash for Glen Helen Parkway is undersized. During heavy rain storms, the Wash exceeds the capacity of the bridge and flows over Glen Helen Parkway in a depressed area in the roadway. This flow over the roadway creates a safety hazard. During regular seasonal flows, the design of the bridge creates scour downstream on the western bank, which is undermining the reserve parking area for Glen Helen Regional Park. Therefore, re-design of the bridge will enhance safety for Glen Helen Parkway and assist in the protection of the Park.

Therefore, the proposed project will address safety issues on Glen Helen Parkway associated with the at-grade railroad crossing and the bridge over Cajon Wash.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Surrounding land uses within the project vicinity include single-family residential, office, commercial, recreational, and open space. The proposed Glen Helen Parkway Grade Separation would not generate additional traffic.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Glen Helen Parkway between 1-15 NB Ramps and Cajon Boulevard	Existing	2006	5,800 AADT	290 AADT (5%)	E

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Glen Helen Parkway between 1-15 NB Ramps and Cajon Boulevard	NoBuild	2030	33,600 AADT	1,680 AADT (5%)	F
	Alternative 1	2030	33,600 AADT	1,680 AADT (5%)	D
	Alternative 2	2030	33,600 AADT	1,680 AADT (5%)	C

It should be noted that the project would increase capacity on Glen Helen Parkway; however, the project would not increase truck volumes.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Cajon Boulevard	Existing	2006	7,700 AADT	693 AADT (9%)	B

RTP Horizon Year / Design Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Cajon Boulevard	NoBuild	2030	24,800 AADT	2,232 AADT (9%)	F
Cajon Boulevard	Alternative 1	2030	24,800 AADT	2,232 AADT (9%)	D
Cajon Boulevard	Alternative 2	2030	24,800 AADT	2,232 AADT (9%)	C

It should be noted that the project would increase capacity on Glen Helen Parkway; however, the project would not increase truck volumes.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Traffic patterns will change slightly due to the proposed reconfiguration at the Glen Helen Parkway/Devore Road and Cajon Boulevard intersection.

Comments/Explanation/Details *(attach additional sheets as necessary)*

PM_{2.5} and PM₁₀ Hot Spot Analysis. The proposed project is located within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in §93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern because of the following reasons:

- i. The proposed project would widen Glen Helen Parkway and increase the capacity, but it would not result in any increases in traffic volumes along Glen Helen Parkway and Cajon Boulevard. Also, this type of project improves safety operations by realigning the Glen Helen Parkway/Cajon Boulevard intersection to a T-intersection and replacement of an undersized bridge for Glen Helen Parkway over the Cajon Wash. The traffic along Glen Helen Parkway would not exceed the 125,000 average daily trips threshold for POAQC. In addition, Glen Helen Parkway would not exceed the eight percent truck volume threshold for POAQC (truck AADT volumes would remain below 10,000 vehicles). Although Cajon Boulevard would exceed the eight percent truck volume threshold, the total truck ADT would remain below the 10,000 vehicles. The truck percentage along Glen Helen Parkway and Cajon Boulevard were obtained from the 24-hour vehicle counts provided in the Glen Helen Parkway Traffic Impact Analysis (Urban Crossroads, October 2006).
- ii. The proposed project does not affect intersections that are at level of service D, E, or F with a significant number of diesel vehicles. Based on the Glen Helen Parkway Grade Separation Traffic Impact Analysis (Urban Crossroads October 4, 2006) the proposed project would reduce the delay and improve the LOS at the intersections within the project vicinity.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.